POINTS OF SIMILARITY

hthe Early Histories of the Olties of St. Louis and Wheeling.

IETTER FROM MR. A. W. CAMPBELL.

pe Years the Two Towns Kept Pace With Each Other-Chicago and St. Loais as Mivals and What Might Have Been had the War Not Come On and for Four Years Destroyed the Prestige of the Latter City-How she is Now Shooting Ahead-Wheeling People in the West.

and ener of the Intelligences Betis Correspondence of the Intestigencer.
WESSTER GROVES, (NEAR St. LOUIS), Ma, Dec. 12 -Did it ever occur to your nemory that the little city of Wheelis and the big city from whose neighbethood I write began their careers togther? Perhaps not, but nevertheless his really a historical fact that at about the time the Zanes left the vallay of the South Branch and pitched their tents at the site of what is now Union and Main greets, in commanding view of the island that had struck their fancy and determined their location, a Frenchman samed Laciede left New Orleans with stew followers and made his way up

simed Laciede lett New Orioans with
ster followers and made his way up
the Mississippi in digouts and pitched
his tents on a spacious and attractive
platear, close to the junction of two
feat rivers, whereon new stands the
reat city of St. Louis. Thus you have
in brief the origin of the two places in
st about the year 1763.
Another curious fact with reference
to the two settlements is that for so
many years they should have kept so
does together in the matter of population. Your readers will hardly creditties statement that for nearly six
decades there was at no time any great
margin of difference between thom.
When the end of the sixth decade, in
the year 1830, was reached, the differsee was only about 600. St. Louis had
then about 5,800 people and. Wheeling
about 5,200. Curious, isn't it, that for
almost two generations two places now
so widely apart in population, wealth,
fame and prospects, should have kept
se close together. But everything has
been possible in the United States in
the eccentric development of cities and
toms. The whole country has a record
in that respect. towns. The whole country has a record in that respect.

ACCOUNTING FOR IT.

It is easy enough, looking backward, to account for this parallelism, such as it is, between the little city on the east bank of the Ohio and the big city here on the west cank of the Mississippi.
There were no railroads in those days.
The tide of immigration from abroad was not so great, and domestic move-ments were made more slowly and over-land, across the river and through Ohio. Miscouri was only freshly admitted into the Union, and there had been a great tarmoil over her admission as a slave fate. The caravans of those days did not look with favor on her, and avoided her. And as for the country beyond and adjacent to her, it was practically a and anjacent to her, it was practically interfaincognita, and supposed to be better for Indians than white people. And so as Missoury, and the trans-Mississippi country generally, did not grow rapidly prior to the time I am speaking ol, so also St. Louis did not grow rap

idly.
As for Wheeling, she was on the border, and on about the same parallel as Philadelphia on the one side of her and Columbus, Ohio, on the other, and only nominally in a slave state. She was also on the great highway of travel, the National road, and was the Ohio river terminus of that road. The stages with their passengers and the great road teams with their freight met the boats at Wheeling, and old-time river people like John K. Botsford, Capt. Richard Crawford and Capt. Wash Dunbar, who were more or less on the water in those days between Wheeling and St. Louis, will no doubt tell you that the former will no doubt tell you that the former place was about as well known as the latter, and was almost, if not quite, as important a landing place for boats. Indeed, as late as the year 1839, nine years further on than the time I am speaking of, which was the year in which Bowen's celebrated boom directory of Wheeling made its appearance, its doubtful whether she would have traded prospects even up with Str-Louis. traded prospects even up with St-Louis and I suppose that corner lots up in the neighborhood of the old Beymer house, in North Wheeling (which was then the city) would have brought about as much money as those whereon the magnificent new Planters' house now magnificent new Planters' house now stands in St. Louis. I presume that a Waseling man never gave any odds in those days to a St. Louis man when he met him at any point east or west, and that he took as much pains as Saul of Tarsus did to let the world generally know that he was "a citizen of no mean city." You see that the Baltimore & Ohio road had been ex-tended to Camberland, then and a contended to Comberland then and a con necting line was being surveyed from Bridgeport to the lakes, and the old town was really big with great expectatown was really big with great expectations. Like the immortal Simon Tapperiit, she had "inward workings far
shove her station." In other words,
that was perhaps the one time in the
career of Wheeling (unless it was once
more in 1852) when she really aspired
to metropoittanism. And why not?
How could she help it, with such loads
of passengers and freights already visble and such prospects ahead when the
Baltimore & Ohio should come, and
such additional prospects when a con-Baltimore & Ohio should come, and such additional prospects when a connection to the lakes should be established, and when all freights should break bulk at Wheeling and all passencers should stop over at the hotels? Presidents and vice presidents, senators and representatives, generals and colonels and captains of the army, titled and untitled foreign travelers, rich tourists and important business men, stopped over in Wheeling in those days, and no less a man than General days, and no less a man than General Lafayette once received at one of the old time hotels down on the river bank. A TALE OF TWO CITIES.

With these few explanations your latter day readers will better understand

and appreciate the parallelism between Wheeling and St. Louis that I ventured to introduce at the outset of this letter. to introduce at the outset of this letter, and now perhaps it may not look so snachronistic to them, or, if that is not the word, so solecistic. At any rate, as Champ Clark said in Congress the other day, "don't laugh; you see I'm from Missouri," The next thing to actually being from Missouri is of course to be writing from, there. So again I say, don't laugh at my parallelism,

But it was not in regard to any real But it was not in regard to any real or supposed parallelism, early or late, between Wheeling and St. Louis, that I set out to write in this letter. All that I have said on that point is uncidental and accidental, as it were, to may surpose. My really intended programme was to refer to another "tale of two cities," and to tell you of a conversation tries." that I have said on that boint is in-cidental and accidental, as it were, to may purpose. My really intended pro-gramme was to refer to another "tale of livocities," and to tell you of a conver-sation that took place at Wheeling as far back as 1861 in regard to St. Louis

and Chicago, in which conversation the late Mr. S. H. Woodward took part on the side of St. Louis. His idea was at that time that St. Louis was the coming city of the west, at least as against Chicago. Her situation was such with Chicago. Her situation was such with reference to the rivers of the Ohio and Mississippi valleys and the immense areas of rich country they penetrated or touched that it was difficult to see how Chicago, even as "queen of the lakes" and the hub of several railroads, could hold sway against her. His points were well made and, having due reference to chronology, practically unanswerable, and I was one of those who were impressed and convinced by his arguments. How it came about that "fate miscarried" and that the thing that so plainly was to have been, never came to pass (as yet) is an interesting chapplainly was to have been, never came to pass (as yet) is an interesting chapter in American history, but rather too long for the columns of the INTELLIGENCES at this time. It was simply another case of the unexpected thing happening; the unexpected thing that so often makes or mars our personal lives, as well as the lives of cities: There were two factors that intervened to change the relative prospects of St. There were two factors that intervened to change the relative prospects of St. Louis and Chicago, each one of them only dimly indicated at the the time, viz: the long duration of the war and the phenomenal development of the railroad systems of the west and northwest, and particularly the development of belt lines around cities, and innumerable switches therefrom to factories and shipping houses. These factories are what did the business for Chicago vorsus St. Louis as respects their disproportioned growth up to this time.

EFFECT OF THE WAR.

Of course the war was on at the time referred to, but no one believed that it was on for four years, and no one appreciated the magnitude of it; no one, unless it was General Sherman, and he was thought to be crazy because he had was thought to be crazy because he had said it would take two years and require 200,000 men. Neither Mr. Woodward nor any one else anticipated that St. Louis would be bottled up, smothered and boycotted for four years, or that four years afterwards she would simply sit still, like Marius amid the ruins of Carthage, and survey the desolation and impoverishment of her trade territory, and be reduced to a minimum territory, and be reduced to a minimum territory, and be reduced to a minimum of growth in consequence. Yet this was exactly what happened to St. Louis and exactly what did not happen to Chicago. She was completely knocked out by the war and by the south's four years aftermath of poverty, and by the prejudice of foreign and domestic capitalists against her position politically and geographically as a field for investment and exploitation.

and geographically as a field for investment and exploitation.

Looking back to those days of the war and those following the war, one is inclined to seek further parallels in the cases of Venice and Genoa in the crusades of the middle ages. Venice was "queen of the Adriatic," you remember, where the galleys of the crusades were outfitted and from whence they sailed, by which he got such a start of Genoa, a St. Liuis of those days, and became the Chicago of her time. Venice is now decadent while Genoa is rejuvenescent, and of course the St. Louis man will insist on my bringing the parallel clear and of course the St. Louis man will insist on my bringing the parallel clear down to date. As to how it will really pan out in the years to come is a consudrum I shall not here undertake to solve. As a historian of the "currente colamo" order it is my province simply to seek out and set in order such information and speculation as I can glean by the wayside, and leave to others the cracking of nuts and solving of probby the wayside, and leave to others the cracking of nuts and solving of problems. As you know, I have had my say in regard to Chicago at divers times, before the fair and during that great epoch in her history, and I have always spoken of her as a city whose light was set on a hill, and that never was and never would be shid under a bushel. Therefore, like the prophet who had had a glimpse of the tents of Jacob, and of the tabernacies of Israel. I cannot go back on Chiof the tents of Jacob, and of the tabernacies of Israel, I cannot go back on Chicago. She is the second city of the
union while St. Louis is the fifth. They
were exactly even in 1860; at that time
160,000 each. Now the former claims
one million and six hundred thousand
people, which according to the last morculity reports of St. Louis she only has
540,000. In other words, while Chicago
has increased about 300 per cent, St.
Louis has increased about 350 per cent.
WHAT MIGHT HAVE BEEN. WRAT MIGHT HAVE BEEN.

What might have been the ratio today had not things gone wrong for St. Louis to such a lamentable degree will always remain in that category of the unknown and unknowable wherein lie buried many myraids of mysterious possibilities and potentialities. Just what sort of a city Venice might have what sort of a city Venice might have been had the crusades never occurred is germane to the speculation as to what sort of a city St. Louis might have been had the war never occurred. Who can teli? As well try to tell what might have became of Rome had Hanni-bal been equal to his opportunities after bal been equal to his opportunities after the great battle of Canna. Territorially she sat enthroned, not like Venice "on her hundred isles," but, better still, on her hundred rivers, and "from the center clear down to the sea," she was mistress on all of these. No one can study the maps and fail to see the imperial character of her geographical situation. Such a ganglion of navigable perial character of her geographical situation. Such a ganglion of navigable rivers, covering such a wealth of access to some of the richest areas on the globe, were never given to any other city. Her boats could ascend the Missouri clear to the Rocky Mountains and the Ohio almost to the Alleghanies, and the upper Mississippi to the falls of St. Anth ony, or descend the lower Missisippi, to the Gulf of Mexico, or penetrate to the interiors of Tennessee and Alabama by means of the Tennessee and Cumberland rivers, or to the interiors of Arkansas and to Indian territory, and of Louisiana, Mississippi and Texas by means of such tributaries as the Arkansas, the White, the St. Francis, the Sunflower, the Red and other like ailluents of the great "father of waters," whereon she sat wielding, as it would seem, the veritable trident of old Neptune himself.

Nobody supposed that the building railroads would practically leave St.

Nobody supposed that the building railroads would practically leave St. Louis with all these rivers on her hand railroads would practically leave St. Louis with all these rivers on her hand as a job lot of played out assets, but yet such has been the case to a very great extent. They have all been paralleled with steel rails, some on each bank, and there rails have been united with belt roads and switches everywhere in every considerable city and and town, and there is no known way by which a beat that must receive and discharge its cargoes at wharves can compete with them. Hence the old time boats have had to go to the wall, or, in other words, to the junk piles, or rot at their moorings like the old time wooden ships of England. "All boats has had their day on the Mississip," and I might add that they have about all hed their day. One looks in vain in the St, Louis papers for that array of river announcements that once was so prominent as a feature of news. The small space and the few announcements look very begarrly indeed. There is still a good deal of grain for foreign smail space and the lew announcements look very beggarly indeed. There is still a good deal of grain for foreign norts descending the Mississippi to New Orleans, and more or less miscel-

place have made one or two spasmodic efforts to keep up a weekly line, as a general freight regulator, but the ex-periment has not been a success and is practically abandoned.

GREAT RAILROAD CENTRE What the rivers once were to St. Louis

the railroads are to-day. The great

structure just opened out on Eighteenth structure just opened out on Eighteen in street is the finest railroad station in the world, both in size and appointments, not even excepting the grand structure at Frankfort-on-the-Main, and it is emblematic of the St. Louis that is and is to be. Thirty different lines enter there, and their cars go out to every point of the compass. Never was St. Louis in such close touch with her old trade areas as the lateral wand never different street. trade areas as she isto-day, and never did she exchange for such an amount of their products. In addition to her immensely increased importance as a distributing products. In addition to her immensely increased importance as a distributing centre, and as a banking and financial point, she has taken on really great importance as a manufacturing community. She has, for instance, one hundred and twenty-five millions of capital thus invested, whose annual output is \$35,090,000, and this is the real secret of such growth in population as she has had of late. The tobacco industry is very large, as is also that of iron and steel products, saying nothing of boots and shoes, clothing, lead, tin and granite ware, railroad supplies and the like. There is a great change in the population. It is no longer divided into German and southern born, as it once was, but there are now large incusions from the north and east. Perhaps the best and most influential Republican paper in the United States is published here, and the city itself is largely Republican. Tom Reed never in his life addressed as large an indoor meeting as he addressed here just before the election. Music hall, in the Exposition building, a perfect Roman Coliseum of a structure, was filled to overflowing, tier above tier, and all the asies beside, to hear him, and they heard him with breathless attention and every once and a while burst out in sympathetic applause. I made up my mind then that there was going to be a landslide hereabouts, and, sure enough, there was. There are two things they seem to especially want here now in a political way, and it is not at all improbable that they will get both, viz, the next national Republican convention and then Tom Reed as its nominee. Speaking of the landslide that occurred at the first of last mouth our old.

tion and then Tom Reed as its nomines.

Speaking of the landslide that occurred on the 6th of last month, our old friend John G. Chandler, ex-United States Attorney of West Virginia in 1866, States Attorney of West Virginia in 1868, has explained it all to me. Like Simon Peter (who, you remember, always deserted in a pinch) the Democrats generally went a fishing on that day. John says he did and that lots more of his own knowledge did the same thing. He is now as pronounced a free trader as Philo Kimberly or Tom Johnson, and as such, is ripe for the thirty-sec and degree of the Democratic rite. Beside John I have met a number of other old time Wheeling people, of whom, and their whereabouts, I shall probably write in my next letter.

A. W. C.

A Great Battle

Is continually going on in the human system. The demon of impure blood strives to gain victory over the consti-tution, to ruin health, to drag victims to the grave. Hood's Sarenparilla is the weapon with which to defend one's sell, drive the desperate enemy from the field, and restore bodily health for many

Hoop's PILLS cure nausea, sickness, indigestion and biliousness. 25c. 6

FAST Colored Calico in new dark styles, finest made, at 5c. J. S. Rhodes & Co.

Change of Time on the Ohio River Rail-

On and after December 16 trains on the Ohio river road will leave as follows, (city time): 7:20 a. m., 1:15 p. m. and 4 p. m. Arrive at 11 a. m., 2:45 p. m. and 7:45 p. m.

Reduced Rates for Christmas and New

Years.

The Baltimore & Ohio Railroad Company announces that excursion tickets will be sold between all stations on its lines east of the Ohio river during Christmas and New Year holidays, at reduced rates, for all trains December 22, 23, 24, 25, 29, 30, 31, and January 1, 1895, valid for return passage until January 3, 1895, inclusive.

SEE our double width Wool Dress Goods, in plain and novelties, reduced to 35c, 39c and 43c. J. S. Rhodes & Co.

The Pan-Handle Dyeing establishment, owned by John Heilmeier, at No. 1431 Market street, is the best equipped house of its kind in Wheeling. In addition to the dyeing and cleaning depart-ments a corps of first-class tailors are employed, who can do repairing as neat as it is possible. Clothes and ladies' garments, cleaned or dyed, can be made to look like new. Satisfaction guaran-

Penam-Cool Bloodyman's old was traits still cling to him. Nicks—How so? Penam—I dined with him last night, and he gave the waiter no quar-



KNOWLEDGE

Brings comfort and improvement and tends to personal enjoyment when rightly used. The many, who live better than others and enjoy life more, with less expenditure, by more promptly adapting the world's best products to the needs of physical being, will attest the value to health of the pure liquid laxative principles embraced in the remedy, Syrup of Figs.

Its excellence is due to its presenting in the form most acceptable and pleasant to the taste, the refreshing and truly beneficial properties of a perfect lax-Brings comfort and improvement and

ant to the taste, the refreshing and truly beneficial properties of a perfect laxative; effectually cleansing the system, dispelling colds, headaches and fevers and permanently curing constipation. It has given satisfaction to millions and met with the approval of the medical profession, because it acts on the Kidneys, Liver and Bowels without weakening them and it is perfectly free from every objectionable substance.

every objectionable substance.

Syrup of Figs is for sale by all druggists in 50c and \$1 bottles, but it is manufactured by the California Fig Syrup

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(Californi Co. only, whose name is printed on every package, also the name, Syrup of Figs, and being well informed, you will not accept any substitute if offered,



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On a journey it is always dangerous to drink much water—take Brown's laon Bittens along—some people would not start without it, for it keeps them in health.

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NOW IS THE TIME TO SELECT YOUR

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ket streets, lately used as a carriago
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Real estate of every description.

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Seco 00 burys a choice lot; fronts on the National Pike, at leastherwood, with water, gas, secreace, sidewalk, and only a minute's walk to the motor, for a few days only.

Self burys a lot 6 kx135; one of the choice lots at Attenheim corners on two streets; one-third cash and the halance on time.

House of frooms, with one acre of ground at \$2.000, near the Park; new house; dirt cheap. Fine residence at Pleasant Valley; 9 rooms in house; large grounds, with beautiful shade trees, at \$5.000.

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Reitred place near Elm Grove, fine house, fine shade and fruit trees, has 6; acres of land, and in walking distance from the motor railroad; possession at once.

Good water, large barn, house of 9 rooms, all hard wood finish, at a big bargain, 25 acres of bottom land.

Fine building lots on the motor line, size 50x

bottom hind.

Fine building lots on the motor line, size 50x
Fine building lots on the motor line, size 50x
Fine building lots on the motor line, size 50x
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ROLF & ZANE, FOR SALE.

Business property in central part of city that til pay a handsome income as an investment. Four roomed house, 2816 McCellach street, for

Eight-roomed brick, with good stable, on Mar-ket street, between eighth and Nauh; splendid location; low price. Seven roomed house. 27 South Penn street; destrable location. Price 8:1721. Eight-roomed house, with three-roomed tene-ment house in year; fall int, 6x120 in good re-pair, for \$1.00. The lot is worth \$1.00 without any improvements on it; will pay as investment. SMITH & DICKINSON.

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House, 7 rooms, brick, Main st., 5th ward, \$2,630.
House, 4 rooms, brick, Jacob street, 4th ward,
\$1,863.

House, 5 rooms and hall, Park View, lot 190x, 13,80%.

House, 5 rooms and hall, Park View, lot 190x, 175 feet easy terms, \$1,75%.

House, 5 rooms, 27th st., lot 25x100 steet, \$1,700.

Double house, 10 rooms, Indiana street, Island, easy terms, \$2,500.

House, 6 rooms, South Huron street, Island, with large lot. \$2,200.

House, 7 rooms and hall, Market street, between 7th and 8th streets, easy terms, \$2,700.

House, 5 rooms, corner lot, 21th street, easy terms, \$2,000.

Double house, 8 rooms, Coal street, lat ward, \$1,000.

Double house, 8 rooms, Coal street, 1st ward, \$1,000.
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